

Waterfront Advisory Team Meeting

September 22, 2004

Meeting Attendees

WAT members:

Elizabeth Conner, Karen Daubert, Flo Lentz, Paul Niebanck, Paul Schell, ,
Barbara Swift, Heather Trim, Herald Ugles, Philip Wohlstetter

Guests:

Tim King, Jeanne Krikawa, Richard Labotz, David Spiker, David Yeaworth

Staff:

Layne Cubell, Elizabeth Martin, Dennis Meier, John Rahaim, Guillermo Romano,
Robert Scully, Diane Sugimura, Barbara Wilson

Consultants:

Nora Daley, Mandi Roberts

Summary Notes

The Waterfront Advisory Team suggested that the following issues are critical to developing the preferred concept and the draft Waterfront Concept Plan:

- 3 to 4 key functions on the Waterfront
- Piers and over water coverage
- Configuration of the Alaskan Way surface street
- Development adjacent to the Alaskan Way right of way
- Pioneer Square connection to the Waterfront
- Location of the vent towers
- The proposed Seattle Aquarium
- Parking on the Waterfront

These issues will be addressed in future Waterfront Advisory Team meetings.

Waterfront Concept Alternatives

Nora Daley of Otak provided the following notes on her presentation of the three concept alternatives:

Main Common Elements

- All three concepts take the “tunnel” approach to replacing the viaduct

- Redevelopment of Colman Ferry Terminal as mixed-use redevelopment in present location
- Lid over highway to connect Market to waterfront
- Central waterfront park/plaza
- Integrate plan with Aquarium Redevelopment
- Redevelopment of Pier 48 as a park/beach restoration project
- Long term redevelopment of Terminal 46
- Integrate plan with future Olympic Sculpture Park

Major Differences

- Amount of piers removed
- Intensity of upland redevelopment
- Enhancement of selected streets
- Streetcar expansion options
- Alaskan Way Configurations

Synopsis of each concept

Bow Tie Concept

The knot is the central waterfront. Layered solutions that respond to topography. Wings of the bow tie – Olympic Sculpture Park to the north and Terminal 46 redevelopment to the south.

Strengthen connections to public transportation

String of Pearls Concept

Neighborhood connections, neighborhood uses, flavor of each neighborhood informs the adjacent waterfront character.

- **Neighborhood uses:**
 - Groceries/news stand
 - Laundry/dry cleaners
 - Post office
 - Neighborhood copy center
 - Schools
 - Theatres
 - Passive recreation parks
 - Active recreation i.e. natatorium, game courts, etc.
 - “Non-touristy” cafes and restaurants
 - More Businesses

Linear Concept

Waterfront district. Cohesive identity. Seasonal loop. Eastside: Urban Edge/Arcade. Waterside: soft, promenade. Connect to Art Institute and other corporations. Integrated redevelopment of West Edge Neighborhood with Ferry Terminal Redevelopment.

Compare and Contrast Plan Elements

- **Land use intensity**
 - Air-rights development over northern section of BN&SF Railroad line **(Linear)**
 - Eastside of Alaskan Way Redevelopment **(All)**
 - Western Ave. Redevelopment **(All)**
 - Railroad Way Redevelopment **(Linear)**
 - Housing, studios, shops, and cafés on grand descent from Market to waterfront **(All)**
 - Terminal 46 Long Term Redevelopment **(All)**
 - Mixed-use Redev. of Colman Ferry Terminal **(All)**
- **Public open space**
 - Grand descent from Market to waterfront
 - Aquarium/Concert Piers Redevelopment
 - Colman Dock Redevelopment
 - Terminal 48 Shallow Water Restoration
 - Terminal 46 Long Term Redevelopment
 - OSP/Myrtle Edwards Park
- **Mobility/circulation patterns**
 - **Enhancement of selected streets from south to north**
 - Railroad Way** – *dramatic view axis from stadiums to water. Pedestrian improvements (Linear Concept and Bow Tie)*
 - Jackson St.** - *transportation corridor, relocate streetcar from Main St. to Jackson St., connect to King St. Station, Union Station (light rail and commuter rail), strengthen connection to International District and beyond to Central District. (All)*
 - Yesler Way** - *Pioneer Square's historic character extends to new ferry terminal. Yesler Way is historic...the first "skid row". Connections to pergola and Smith Tower (All)*
 - Washington St.** - *Pioneer Square's connection to Washington St. Public Ferry Landing*
 - Colman Dock couplet** (Bow Tie Approach)
 - Marion St.
 - Madison St. (connection to Library and across I-5 to 1st Hill)
 - Colman Dock triplet** (Linear Concept)
 - Columbia St.
 - Marion St.
 - Madison St.
 - Central Business District quadruplet** (String of Pearls Approach)
 - Marion St.

Madison St.

Seneca St.

University St. (bus tunnel connection)

University St. - *complete connection of Harbor Steps to waterfront*

Union St. - *connection to redeveloped Aquarium (**Linear Concept**)*

Pike St. - *Hillclimb enhancements i.e. glass elevator (**Bow Tie Approach**) and connection to Convention Center*

Stewart St. - *connection to Monorail (**Bow Tie Approach**)*

Blanchard St. - *streetcar extension to SLU (**Bow Tie Approach**)*

Vine St. - *continuation of "Growing Vine Street" concept. Extend Vine St. to waterfront*

Broad St. - *OSP connection (**All**)*

- **Streetcar Expansion Options**

Bow Tie - *City loop system; single track on Alaskan Way and single track on Western Ave. Connections to future SLU streetcar on Blanchard*

String of Pearls - *Double track system in center median of Alaskan Way*

Linear - *Double track system in center median of Alaskan Way*

- **Alaskan Way Lane Configurations**

Bow Tie - 4 travel lanes, 1 parking lane, single-track streetcar in center median, bike lanes (both sides)

String of Pearls - 4 travel lanes, 1 parking lane, double-track streetcar in center median, bike lanes (both sides)

Linear - 4 travel lanes narrowing down to 3 travel lanes (north segment), double-track streetcar in center median, bike lanes (both sides), service access via "cut-ins".

▪ **Ecology and habitat**

- **Corridor of light** (*buildings setback 30' from shoreline*)

- **Seawall shelves for habitat enhancement**

- **Shallow water restoration**

Best places for shallow water restoration are Terminal 46, Terminal 48, Colman Dock, Aquarium, and OSP/Myrtle Edwards Park

- **Reduction of impervious surfaces**

Grass-crete parking lots and green roofs

- **Reduction of heat island effect**

Green roofs, light-colored surfaces and landscaping

- **Shoreline plantings for habitat restoration**

Insects dropping off of plants into the water are food for fish

- **Roof-water reuse and/or treated through bio-swales**

- **Sustainable building practices**

- **Environment Education**

Programs with the Aquariums. Projects that demonstrate ecological practices

- **Opportunities for creative projects**
 - Portal of tunnels
 - Seawall-tidal art
 - Ventilation shafts
 - Night lighting
 - Roof-water captured and used a water features
 - Funiculars, glass escalators and elevators
 - “Spanish Steps” to Pike Place Market
 - Dual use parking structure. Waterfront face of structure doubles as video screen.
- **Waterfront character**
 - Local vs. Regional
 - Open space vs. development
 - Colman Ferry Terminal as regional icon

Unresolved issues

- Alaskan Way lane configuration. Details of pedestrians, cyclists, number of lanes, parking, service access and freight mobility.
- Waterfront Streetcar expansion
- Provisions for Alaskan Way Trail. Tie-ins with regional trail system.
- What are the plans for Fire Station 5 on the waterfront? Remain? Renovate? Relocate?
- Passenger-only ferries. Central location? Pier 55?
- Future cruise ship relocation. Terminal 46? Other location?
- Long range plan for Terminal 46